

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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1. The Gdansk shipyards are constructing several vessels for the Soviet Union. This is proving to be very costly for the Polish shipyards, because the numerous Soviet technicians who supervise the ship construction have extremely high requirements; the Soviet technicians demand that all materials used in construction of vessels for Soviet account be of the highest quality and that the vessels be equipped with the highest degree of luxury. The explanation given for these high standards is that the Soviet Lloyds requires that these standards be met. At Gdansk (Danzig), two types of ships are being built for the Soviet Union. These are:

a. Ships similar to, but slightly larger than, the Polish SOLDEK class. SOLDEK-class ships are used for carrying coal and iron ore and are called in Polish, *budoweglows*. The following SOLDEK-class ships have already been delivered to the Soviet Union or are being built:

- 1) ZAPOROZHE, delivered in 1951
- 2) KRIVON ROG, delivered in early 1952
- 3) KREMATORSK, delivered during 1952
- 4) MAKIEVKA, still at the shipyard, but performed the first trial run during the summer of 1952.

b. Motor ships of the Polish LEWANT class.

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Two LEWANT-class ships have probably already been delivered to the Soviet Union. Another LEWANT class ship, the DOWBAS, made its first trial run in the spring of 1952, but in August 1952 was still at the shipyard.

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2. Ship construction is a secondary item in the Polish economy; due to the lack of engineers and other specialists (all engineers and qualified workers are employed by the Soviet Union), unqualified technicians and workers are being employed. As a result, ships built by the Polish shipyards often have several faults, and later it is necessary for them to undergo extensive repairs, even after a short period of service.
3. In November 1952, the MS GENERAL WALTER was fitted out at Gdansk with a radar installation. The installation came from the Naval Officers' School at Oksywie and was originally produced in a Western country. The officers' school received in exchange a new Soviet radar which resembles one which the Naval Specialists School at Ustka (Steilpmuende) has been reported as having. Soviet naval trawlers are equipped with radar installations manufactured in the Soviet Union, but patterned after the American Raytheon model.
4. On 29 January 1953, the tanker KARPATY came to Gdynia and unloaded a cargo of liquid fuel at the naval storage area at Oksywie. The tanker left Gdynia on 31 January and headed in a westerly direction.
5. The following ships, presumably belonging to the Polish-Chinese Ocean Line, were observed recently at anchor in the port of Gdynia: SS PUCK, SS PSTROWSKI, SS KOLOBRZEG, SS FRYDERYK CHOPIN, SS JAROSLAW DABROWSKI, SS STALOWA WOLA, SS BRIGADA MAKOWSKIEGO, SS LUBLIN and SS JEDNOSC ROBOTNICZA. The latter was scheduled to leave Gdynia for China on 6 February carrying a cargo of rails, textiles, drugs, chemicals, and shoes; the ship carried no suspicious-looking chests.
6. Polish and Chinese seamen are not getting along well together, and this has led to fights. Chinese seamen are in general more communistic than are the Poles. Polish seamen do not like to be hired by the Polish-Chinese Ocean Line.¹
1. Comment: Some difficulties have arisen in the administration of the Polish-Chinese Ocean Line apparently because of fear that the war in the Far East may become extended, or that Chinese ports may become blockaded; this fear appears to be the result of the new American policy put forward by General Eisenhower.

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